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## CENTRAL INTELLIGENCE AGENCY

CLASSIFICATION

SECRET

25X1  
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## INFORMATION REPORT

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COUNTRY East Germany

SUBJECT Mechanical Repair Shops of the Soviet Army in  
East GermanyDATE OF  
INFO. [REDACTED]PLACE  
25X1 ACQUIRED [REDACTED]SUPPLEMENT TO  
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

1. The Mechanical Repair Shops (Remontno Mekhanicheskiye Masterskiye-RMM) performed repairs for the Engineer Construction Administration #23. ISU #23, in turn, 25X1 operated directly under the Engineer Administration (Inzhenernoye Upravleniye) of the GOFG. RMM was located in Leipzig and was, [REDACTED] the only Soviet mechanical repair unit in the Soviet Zone of Germany.
2. The primary, priority mission of RMM was the construction of portable tank bridges; of lesser importance was its repair of machinery such as locomotives, vehicles, heavy equipment, and the construction of new equipment.
3. When ISU #23, which had been stationed in Odessa prior to 1941, moved to Berlin 25X1 after the war, RMM went with it, but when ISU #23 moved to Leipzig in 1946 or 1947, RMM remained behind. In Berlin RMM repaired machinery and built a target range /location unknown/ near Berlin. [REDACTED]
4. The RMM was organized as follows:
  - (a) A plans and production section, which planned the production and accounted for the financial transactions of the RMM.
  - (b) A bookkeeping section, which prepared the payroll and made cost estimates.
  - (c) A supply section, which handled all material received from the technical material base and from German firms.
  - (d) A norms timekeeper, who kept track of the time put in by employees, checked the work produced by them, and computed their pay.

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- (e) A security section, which provided security.
- (f) A finished parts storage section, which stored all finished work done by the RMM.
- (g) A mechanical repair shop.
- (h) A locksmith and assembly shop.
- (i) A metal construction shop.
- (j) A wood working shop.
- (k) An electric shop.
- (l) A motor shop.
- (m) A blacksmith's shop.
- (n) A tool shop which stored all equipment and tools.

The shops, g to m, inclusive, worked as a unit on the construction of bridges, the repair of cranes, vehicles, heavy equipment, targets for firing, etc, each performing the work pertinent to its title.

5. The Mechanical Repair Shops had a monthly payroll of 80 thousand "East Marks",

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RMM also spent an unknown amount of money for the following items:

- (a) Steel - 50-60 tons every month (profile, angle, sheets).
- (b) Gasoline - five thousand-six thousand liters every six months.
- (c) Diesel oil - five tons every six months.
- (d) Oil - two tons every six months.
- (e) Electrical equipment - lamps, cables (amount unknown).
- (f) Coal for heating - 150 tons annually.
- (g) Coke for heating and for the blacksmith shop - 20 tons annually.
- (h) Paint - 20 tons (including paint for portable tank bridges) annually.
- (i) Colored metals (bronze) -  $1\frac{1}{2}$  tons annually.

6. [redacted] an NCO named Ivanovich Margeyevich was in charge of the T/E of the organization. When he left at the end of that month, the equipment was in very poor condition, and many items listed in the T/E inventory were missing; others (e.g.) cranes, mobile electric stations, were non-operative.

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[redacted] nothing was ever done to straighten out the inventory discrepancies. The actual material held in RMM depots consisted of:

- (a) 200 tons of various types of steel.
- (b) Two tons of paints.
- (c) Two tons of diesel oil.

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- (d) One ton of motor oil.
- (e) Two tons of gasoline.
- (f) 1½ - two tons of bronze.
- (g) 1½ tons of babbit.
- (h) Electrical transformers (unknown quantity) cables, appliances.
- (i) Two thousand sheets of glass.
- (j) About one thousand bearings (most of them useless).
- (k) Spare parts for carburetors and diesel engines (unknown amount).
- (l) Spare parts for cranes and tractors.
- (m) An unknown number of bolts, saws, diesel engines and tools.
- (n) An unknown number of automobile tires of various sizes.
- (o) Various woodcutting and metal cutting machines, lathes and workbenches.

25X1 7.  German freight such as lumber and iron, when sent to the RMM, was addressed in the following manner:

"Leipzig - Wahren (freight)

Altrampe (old ramp)

Mechanische Werkstätten, Sowjet. Arme (Mechanical Repair Shops, Soviet Army)"

Freight addressed to the Technical-Material Base, a section of ISU #23, had the same address as that of RMM; in addition, the name of the Chief of the Technical-Material Base, Kostyk, appeared in the address.

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